

**ON
TRACK
OFF
ROAD**





Photo: Dimitri Coste



@ride100percent
www.ride100percent.com
Photo: Ray Archer

HOW MUCH EFFORT DO YOU GIVE?

*Gautier Paulin persevered through a painful knee injury
in the grueling sands of Lommel to claim 2nd overall
and keep himself in title contention.*





Still on the wave...

Romain Febvre chilled out from his podium at the Grand Prix of Belgium by hitting the local lake on his new, personalised Yamaha Superjet. The Frenchman is definitely cresting a wave in MXGP, and with nine podiums in a row – five of which are victories – and an 84 point lead with just four rounds and 200 to go, '461' is skimming his way to glory. Check out our feature interview this issue

Photo by Ray Archer

O **MX**



Finger tips away...

Jonathan Rea is nearing the end of a term of domination and jealousy-inducing consistency in World Superbike and (perhaps) frustratingly now has to wait six weeks until the imaginatively titled 'Spanish Round' on September 20th to find six points over Chaz Davies at Jerez to bag his first title and just Kawasaki's third since the series was created in 1988

Photo by Kawasaki Racing



MotoGP



**MX**

Sand Devil...

Two Grand Prix wins in a row around Lommel is no cinch feat for any rider but Max Anstie has made his MX2 endeavours look easy for two editions of the Belgian round. The Brit is annoyingly on the cusp of the group going for the championship crown that Jeffrey Herlings has left on the table for the second year in a row. What next in the shallow Mantova sand?

Photo by Ray Archer





FLEX STRETCH DEVELOPED BY FOX DIRECTLY 4-WAY THE NEW HIGH



KAIR SWEATS CATCH UP IN PERFORMANCE RACEWEAR



RYAN DUNGEY

RYAN DUNGEY
FLEXAIR LIBRA
2016 | COMING 8.1.15



MX

GRAND PRIX OF BELGIUM

LOMMEL · AUGUST 2nd · Rnd 14 of 18

MXGP winner: Shaun Simpson, KTM

MX2 winner: Max Anstie, Kawasaki



HIGH FLYER

GREAT BRITAIN HAD PLENTY TO BE PROUD ABOUT FROM THE GRAND PRIX OF BELGIUM AT LOMMEL AND ONE OF THE WICKEDEST AND MOST TORRID RACING SURFACES SEEN IN THE LAST TEN YEARS...NEVERMIND IN 2015. SHAUN SIMPSON WAS INSPIRING ONCE MORE WHILE MAX ANSTIE MADE IT TWO FROM THE LAST THREE IN MX2

By Adam Wheeler
Photos by Ray Archer



PLAY

In 2013 Shaun Simpson created one of the best stories in motocross this century when he took a rag-tag racing effort to MXGP/MX1 victory in the sand of Lierop for the final Grand Prix of that season. Last weekend in Lommel his second career success and first of 2015 did not have the same heavy emotional impact but it was a better performance and proof that the 27 year old Scot just seems to keep getting better with age.

Many will have spotted and hyped the British angle on the fourteenth round of eighteen and with wins in four of the six categories pounding the Lommel sand it was a deserved rout for the UK. So much so that Rockstar Suzuki's Kevin Strijbos was half mystified-half disgusted that the Belgian contingent in the premier class just cannot seem to get a handle on their home Grand Prix. They've seen Tony Cairoli rule in the last half a decade (incidentally Cairoli was present at Lommel as he lives in the vicinity and looked forlornly at the sandy waves in pitlane before confirming that he won't be back in action until at least round sixteen) and not since Ken De Dycker in 2009 have the host country tasted success in the sand. Strijbos went so far as to say he was "ashamed".

British technique ruled, with Simpson virtually peerless in MXGP, Monster Energy DRT Kawasaki's Max Anstie even more so in MX2 while Jack Bintcliffe and Brad Anderson added EMX150 and EMX300 honours. The MXGP and MX2 winners posted their intentions on Saturday with Pole Position and it was swiftly clear that the premier class would see three riders 'in play' as HRC's Gautier Paulin only just defied the pain of a tweaked right knee after his crash in the Czech Republic last week and Yamaha Factory Racing Yamalube's Romain Febvre both fancied their chances, had both prepped diligently (as Simpson would testify having run training motos at the same venue in the build-up to the GP) and were both aware that the 2015 title chase is narrowing into a 'battle of France'.

Lommel itself was staggering. A level of preparation that involve copious movement of the sand and a softer terrain created bumps and vast holes that fans were having fun trying to reach the depths on Saturday evening. Post-race comments from a fatigued paddock claimed that the Belgian course was it is roughest, toughest and most draining in recent memory. Febvre was physically empty on Sunday evening and Paulin as well has rarely looked more 'beaten' by the conditions. All of which made the capacity of Simpson, and Anstie on the 250, seem more unreal and the pair deservedly picked up credit from all onlookers and saw the level of respect for their sand abilities hit new heights. For KTM especially, who lost all of their factory riders apart from works rookie Pauls Jonass and apprentice Davy Pootjes, Simpson's escape in the first moto and effective execution of Paulin's early sprint in the second while steering the 'out-dated' 2015 450SX-F was a relief. One of the keys to his lap-times was the relentless tackling of the quad jump. Only the British Champion and Paulin took-on the leap, Febvre and the rest of the field barely hit it once. It was worth almost a second-a-lap. Simpson even had time to get it wrong with three laps to go in the second moto and a softer landing than usual spat him off the '24' machine but he quickly picked up and then had Paulin within three seconds for a nervy run to the flag.

Febvre had effectively burned himself out in the first moto with two small falls that banished him to third place. Simpson stressed the importance of strategy at Lommel and it was another mark of his experience on the demanding surface. For the MXGP Championship leader (who only lost four points to Paulin by finishing third overall behind his countryman) it was his first taste of Lommel in a GP and on the 450 but he had already turned enough laps of the track while part of Jacky Martens Husqvarna team – located mere metres from the circuit – for two years. Febvre knew the place but maybe didn't know the pace. With four Grands Prix and just 200 points left in the bank Romain is drawing closer to clasping one hand on Cairoli's crown and could possibly wrap the season



even before the series departs Europe in September for the final two fixtures.

The leaders offered a stark contrast in sand confidence to the rest of the field that just seemed to roll on the bumps instead of hitting and using them. Evgeny Bobryshev was consistent again and you'd expect more of Jeremy Van Horebeek and Glenn Coldenhoff but the former struggled with back pain while the latter felt the effects of full GP speed with the 450 in what was his first outing in serious sand. A thought spared for former Grand Prix rider Tanel Leok who was well-placed in the top ten in both motos on a wild-card sortie but technical problems pushed him to the sidelines in the two sprints.

Anstie's dominance in MX2 was such that many observers thought immediately to his faux pas in the Czech Republic the previous Sunday while leading and chucking away 25 points. Thanks to another full fifty and his second overall triumph in the last three GPs in Belgium, Max really could have been looking at a strong run for the title. As it stands he is seventh in MX2 and 46 points adrift but technically still in the game as the series continues to surprise. Principal names like Tim Gajser, Valentin Guillod and Jordi Tixier all failed to shine at Lommel and Guillod was the hardest hit due to his collision with the fallen Yamaha of Brent Van Doninck that led to a broken radiator and DNF. Anstie aside, the happiest rider in the pack would have been Jonass. The Latvian admitted that he did not expect to front the world championship "for another two years" but he holds the red plate after a solid 2-2 and will now have to deal with the pressure of the riding with the colour change around his '41'. Monster Energy Kawasaki's Petar Petrov finally lifted a trophy after five years of trying and a bumpy period of development in MX2. The Bulgarian also made a bit of history; he claimed he was the first for thirty years (possibly since Dimitri Rangelov) to tread a GP podium.

Brazil's early departure from the 2015 MXGP slate means that Grand Prix will now have two free weekends to recuperate and prepare for Italy and Holland back-to-back and then get in the cases for Mexico and the USA.



Two from three and five from the last six motos for Anstie who is finding championship form but is it too late? Jonass takes the red plate for the first time in his career (left) while Tony Cairoli talks more downtime and Ryan Villopoto enters promo mode at Lommel



Tough going for Paulin with his weak right knee and Febvre in his first MXGP race in the Lommel sand. Petar Petrov meanwhile (right) hammered his KX250F to a long overdue first podium spot



MXGP BEL





SPORTS WORK

Simpson picks a rut in the first moto. The Scot finished third at Lommel in 2014 but there was renewed confidence and vigour about the '24' this year. With his success in the UK and higher rate of consistency the KTM man is getting better and better...

MXGP BEL



PLAY





The value of the quad jump: Simpson clears while Febvre has to take another combination. How long will Jordi Tixier keep that No.1 plate (above)? The Frenchman forged the backbone of his emphatic title run-in at Lommel in 2014 but this time he rarely looked in contention for the podium. The same could be said for Kevin Strijbos (right)



A motocross rider in a black and yellow Suzuki jersey, number 22, leaning into a turn on a dirt track. The rider is wearing a helmet with yellow and black graphics. The background shows a crowd of spectators behind a metal fence and various sponsor banners, including Suzuki and Motul.



Tommy Searle only made laps on Saturday until the problem with his ribcage forced the luckless Brit out of another GP. Searle is rumoured to have had advanced talks on a return to Kawasaki at the weekend



Julien Lieber's first home Grand Prix in three years went well with fourth overall in MX2, even if a sore back in the second moto meant a late crash...



Anstie flies through the bumps while Spaniard Jorge Prado (right) sees his chances of a 1-1 in the EMX125 take a tumble. Thanks to Maxime Renaux's broken collarbone the 2015 championship will go down to the last and belong to a KTM rider



CLASSIFICATION & WORLD CHAMPIONSHIP

MXGP OVERALL RESULT

Riders

1	Shaun Simpson, GBR	KTM
2	Gautier Paulin, FRA	Honda
3	Romain Febvre, FRA	Yamaha
4	Evgeny Bobryshev, RUS	Honda
5	Kevin Strijbos, BEL	Suzuki

MX2 OVERALL RESULT

Riders

1	Max Anstie, GBR	Kawasaki
2	Pauls Jonass, LAT	KTM
3	Petar Petrov, BUL	Kawasaki
4	Julien Lieber, BEL	Yamaha
5	Harri Kullas, FIN	Husqvarna

MXGP STANDINGS AFTER 14 OF 18 ROUNDS

Riders	Points
1 Romain Febvre	547
2 Gautier Paulin	463
3 Evgeny Bobryshev	423
4 Tony Cairoli	416
5 Max Nagl	360

MX2 STANDINGS AFTER 14 OF 18 ROUNDS

Riders	Points
1 Pauls Jonass	433
2 Tim Gajser	429
3 Jeffrey Herlings	423
4 Valentin Guillod	408
5 Jeremy Seewer	395



MARVIN MUSQUIN



WWW.LEATT.COM



CARBON
Construction

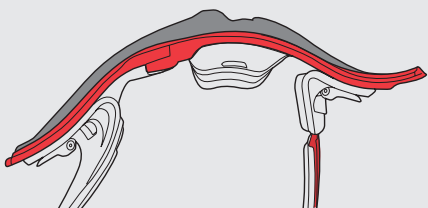


CERTIFIED AS PERSONAL
PROTECTIVE EQUIPMENT



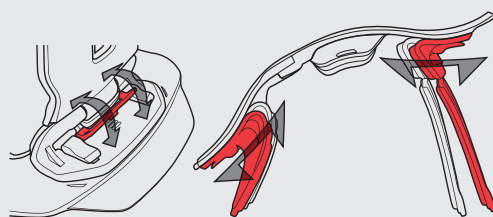
SIX-FIVE

THE NECK BRACE REDefined



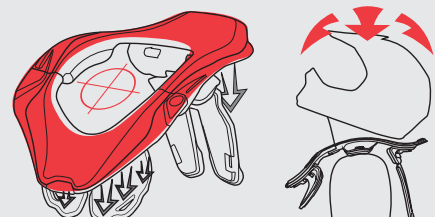
MAXIWEAVE CARBON

INCREASED RIGIDITY & LOWER WEIGHT



EASY ADJUSTMENT

3-WAY, FOR BEST PERSONAL FIT



360° STRIKE PLATFORM

ALL ROUND SAFETY

± 620 g / ± 22 oz

FIT ONE AT A STORE NEAR YOU





TALK FROM THE TOP

SIMPSON CHATS LOMMEL:

“WHEN YOU PUT YOUR HELMET ON...IT’S WAR OUT THERE”

Barely time for the Belgian GP winner to breath before packing for his factory-supported wild-card ride in Unadilla this coming weekend so we grabbed him for a talk while still in race gear, sat outside his camper and attracting an alarmingly high amount of wasps thanks to the sticky scent of champagne. The interview was punctuated by well-wishers from across the living area and waving congratulations as campers packed up and moved out of the circuit. It was clearly a popular win. Simpson is firmly linked with vastly increased factory help from KTM for 2016 although for what team is still not confirmed and is unlikely to be until the end of August. The 27 year old was still surrounded by rumours of Suzuki and the second saddle next to Kevin Strijbos but it will be hard to see Pit Beirer letting the Scot depart the orange camp for a second time without a fight. As a nice aside Simpson’s win – achieved with the technical help of his Dad and mechanic Willie with some urgent last minute reparations on Saturday and Sunday – was also the first for his Hitachi Construction Machinery Revo crew in their ten years in the GP paddock

At what point in the weekend did you think 1-1 was possible?

Erm, after the Qualification race yesterday. I’m quite good at doing one lap in the sand – like a lot of other people – but you cannot gauge it on one lap. So when I made that bad start on Saturday I was like ‘s**t, I need to get to the front, need to see the leader and get a gauge on it’. In three corners I passed like six guys. When I did that I thought ‘Hmm, I’m that much faster...and now I can see the leader’ so I calmed down and picked them off one by one. I was the only rider doing the quad and Gautier then did it today. When I got to the front, put in some hard laps and managed to win it I realised that I had the speed to do this.

I’ll always look back at Lierop [2013] and here last year [third overall] and I know I am not normally the quickest but you have to pace it out. I remember Filip Bengtsson saying to my brother last year that he was just going to go as hard as he could until he tires out: that’s not the way to do it. You have to leave something for the middle and the end. I’d rather go a few seconds slower in the beginning and be there at the end and I think – now - I have it dialled. I timed it perfectly. In the second moto Paulin was edging away but then he made a mistake and I had a good lap and it got to a point where he was ‘done’ and I could see it because I watched him hit every hole and bump and I thought ‘I’ll have him...and I’ll be gone’. I know Gautier and I know when we were practicing here that I was quicker than him for the whole moto. I was two seconds a lap faster but then in the last three laps he must have had a signal from the pitlane and started his sprint because he went from being two seconds slower to two seconds faster than me. He found four seconds and in three laps that’s twelve; that’s a bit of track time! So it was not a surprise to me when I saw on the pitboard he was coming at the end and I thought ‘s**t, he’s on it’. That was just before I crashed. I’m rabbling on a bit but to answer your question it was yesterday when I thought it was possible and I managed to get it done.

Due to the Pole and your previous form in the sand how was it dealing with that expectation? It must have been a bit different compared to a usual GP...

It was a strange one. I’m not really one for limelight or for anyone ‘bigging-me-up’. I’m not used to the press being around me all the time like a lot of the big stars. Everyone had been saying on Facebook, Twitter and Instagram that I’d be going for the win and the 1-1 score and

deep down I was thinking about that. I even had a butt patch made 'Podium Pie?' and I didn't run it. I thought I'd go and do my work and let my results do the talking. I'm not one for bumping my gums. I just knuckle down and it is such a great feeling to pull it off in front of everybody and so many of my home fans. There were so many British flags...and even Belgian people holding Scottish flags! It was such a good feeling. There was even a guy in Union Jack underpants in the middle of the track. Everyone was beered-up and having a great time and you could see they were nearly as pumped as me. To sit here now or be on the podium – OK, I'm running on adrenaline – but to be there and see Febvre and Paulin absolutely 'spent' while I feel like I could go out and do another twenty minute practice moto! I mean, I'm knackered, but not like them and when you put your helmet on then it's war out there. You don't get to see how much the other guy is suffering and you just hope it is a little bit more than you are. I'd done my homework and I was ready and now I'm over the moon.

Going 1-1 for the first time...can you try and articulate what that feels like? What's going through your mind at the moment?

Well it's taken eleven years! It was 'meant to be' at some stage. You could say I 'stole' it this weekend what with Tony [Cairolì] not being here. I don't think anybody else who is out injured would have been much of a challenge but we know about Tony. I don't know...it is just an overwhelming feeling to be honest. It is on a par with Lierop and I did not think I would ever feel like that again; that sheer emotion on the podium where you go out and give a roar that just comes from somewhere inside of you and says "we did it". It makes you tingle in-

side and gives you a whole boost of adrenaline that makes you think 'I'm the man on the top'. Guys like Cairolì and Paulin who have done it so many times...maybe it feels less special for them. It was so nice to see so many people so enthusiastic for the sport and for me. That cheer, and all the people with Simpson t-shirts and Simpson Army flags, you name it...I just cannot really put it into words.

Statistically you are the first Brit to go 1-1 in the premier class this century. Then you have almost every rider saying it was the roughest track they have ever ridden, which only elevates your achievement further. Also one journalist said to me that he believed three quarters of this paddock wanted you to win today. Will it be a couple of days before things like that sink in?

I guess so. I think people have a soft spot for me. They see me as a nice kid, and they are the ones that normally do not win! Sometimes you have to be ruthless and maybe I am too nice and it is to my detriment. I think people like me...but perhaps not that many have faith in me. Roger [Magee, Hitachi Construction Machinery Revo KTM owner] has put his faith in me and my Dad and we have managed to do such a great job. Roger said to me a few weeks ago "we've never had an overall GP victory in the team" and I know Strijbos came close and we've both made podiums. For the effort that he is putting in to a privateer team with all the backers and sponsors from the UK it is such a sense of achievement for all of us who have put time, effort and money into the team. I think it might take a while for it to come together in my head but at the same time it is what we have been striving for.



I know this sport can dump you to the depths from one day to the next but having won here, being undefeated in Britain in six rounds and now up to sixth in the world after being seventh in 2014 are you content with the way things are going?

I'm very content and that's a question a few people have been asking me: "are you better than last year?" I'm up to sixth in the championship now so I must be. I feel as a rider I have developed. I've mellowed, got smoother, faster and I'm still as consistent as I have always been. I'm still as strong as I have been. I can still – on my day – win races and GPs. I generally believed this year that I would get a podium finish and I didn't put all my eggs in one basket for this weekend. I feel that I should have had one in Sweden and a couple more. Things didn't work out but this is how motocross goes. It is about the highs and lows. I know more than anybody that last night going home I was only as good as that Pole Position. Gautier was seventh or eighth on Saturday but he was great today. You are only as good as your last race and I will try and carry this into the next couple of GPs. You have to try and build the confidence and profit from that boost; somehow mentally it gives you a bit extra on the track.





VICTORY

CONGRATULATIONS RYAN DUNGEY — THE 2015 450 SUPERCROSS CHAMPION!

SEALING THE CHAMPIONSHIP 3 RACES BEFORE SEASON'S END TAKES A LOT MORE THAN SIMPLE CONSISTENCY. HOLESOTS, SURGICAL PRECISION, NERVES OF STEEL, SHEER SPEED AND 3 TIMES MORE VICTORIES THAN ANY OTHER RIDER IN 2015. NO BACKING DOWN, NO QUITTING, NO WEAKNESS. EVER. 100% READY TO RACE AT EVERY ROUND.

READY TO RACE
»» www.ktm.com



KTM

GOING BLUE FOR ERNEE?

By Steve Matthes

Although not officially confirmed, sources tell me that the riders that will make up Team USA at the Motocross des Nations coming up late September in France will be an all Yamaha blue crew consisting of Justin Barcia, Jeremy Martin and Cooper Webb. If these same sources are to be believed, Webb is going to make a jump up to the 450 and ride in the MX Open class. It's the first time USA is 'one colour' since 2008 when it was an all-Kawasaki squad of James Stewart, Tim Ferry and Ryan Villopoto.

It's a bit of a surprise for the red, white and blue. One would think at the beginning of the year an American fan would probably drool thinking of a team of expected-World Champion Ryan Villopoto the 450MX American champion Ryan Dungey along with either Webb or Martin, whichever one was winning the 250MX championship. Or maybe GEICO Honda's Eli Tomac could drop down on the 250MX machine for a super-team of some sort. When Villopoto's injury struck well then surely Tomac would work on the bigger bike as he was crushing the 450MX class.

So much for that idea: Tomac got hurt and well, then it has to be Dungey, the surprising Justin Barcia and either Webb or Martin right? What's that? Dungey's out? Well, here we go... Team USA's "C" or "D" team is coming in hot!

Obviously Ryan Dungey, who's on the verge of clinching his third 450MX title, is the choice to head over but it seems that he's elected to bow out this year. After six straight years represent-

ing USA and by his own account some sub-par performances in the last three losses, Dungey's tapping out. With the motocross series ending the third week of August here in America and the MXDN being the last week of September, Dungey's prep and training would have to be on point all the way through the USGP at Glen Helen, then the next week at the big race. After the MXDN it's the Red Bull Straight Rhythm and the Monster Energy Cup in Las Vegas right after that. In the end, Dungey's stepped-up for six straight years, he's got a busy off-season ahead of him and so you can understand him wanting to skip an edition.

Obviously the wild card is Cooper Webb moving up to the bigger bike for one of the more important races of the year. Since returning from injury, Webb's won two out of the four races and should've probably won three of them. His speed is fine and he did race a 450 in Japan last year. Most likely the bike will be a JGR machine based on what Justin Barcia's racing so the equipment will be great.

Barcia's really an obvious choice with no Dungey; he's won two nationals this year and has really flipped a switch the last month or so. Whatever was ailing the #51 earlier this season is long gone, he's been a new man ever since he won the muddy Budds Creek national a month and a half ago. Justin's gone to the MXDN before and although he hasn't won yet, his rides in Lommel and Teutschenthal were respectable and although he fell in the first turn in the last moto in Germany, he showed great speed.



Martin went last year for USA and broke his foot in Saturday qualifying, which obviously affected his entire race. Martin's battling with Marvin Musquin for the 250MX title over here and looking to keep the number one on blue in 2016. Martin's fitness is not to be questioned and he's got great speed. The USA really couldn't do any better than to send him.

What's unclear at this point is whether the face of Team USA at so many MXDN's, Roger De-Coster, will be at the helm or not. As the KTM USA lead man, we're hearing that 'The Man' might be passing on this team and let the JGR and Star Racing Yamaha teams handle things with perhaps JGR manager Jeremy Albrecht being in the seat. I can't confirm this but it is something that is out there.

Team USA has never lost four straight years at the MXDN (when they have sent a team) and including this year, have lost three years in a row only once before from 1997 to 1999. That streak ended in 2000 when Team USA won at St Jean d'Angely in France. If they're to stop this spiral in 2015 then it's going to be with a team that are perhaps more the underdog as they've ever been.







Like a neck brace. Only better.



atlasbrace.com/atlas-air

By Adam Wheeler
Photos by Ray Archer

ROMAIN FEBVRE IS THE HOTTEST AND MOST UNEXPECTED PROSPECT THAT MXGP HAS THROWN UP IN YEARS. HIS ASCENT TO THE TOP OF THE STANDINGS HAS BEEN SHOCKING, MAGNIFICENT, REVITALISING. WE WANTED THE INSIDE LINE ON HOW THE 23 YEAR OLD SLAYED THE PREMIER CLASS AND ALSO ASKED A FEW OF THE PEOPLE AROUND HIM FOR SOME PERSPECTIVE...

THE

RISING

FIRST PUBLISHED IN DIRT BIKE RIDER MAGAZINE.
KIND THANKS WWW.DIRTBIKERIDER.COM



Even Romain Febvre knows that hardly anyone, not even the most hardened and experienced motocross Grand Prix expert, would have predicted his rise and impact in 2015. The Frenchman is already the most successful rookie in the premier class this century since a certain Sicilian blazed through the championship (also on a blue Yamaha) back in 2009.

From a broken arm and relative obscurity in the winter to standing on a MotoGP grid at Assen in late June with Valentino Rossi as the two series' leaders posed for pictures is a juxtaposition of immense proportions. A brief check of Romain's profile would indicate that he likes to do things in a hurry. Partially renowned for his dip into supermoto – that he loathes talking about now – Febvre came back to motocross and burned a path to the top: EMX250 European Champion in 2011, MX2 learning year to 13th in the series in '12, first GP podium at the first race of '13 and then maiden victory in Brazil last year with Husqvarna until he fell foul of the polemic 23 age rule on the 250s.

Frustratingly for Febvre his birthday on 31st of December meant that he missed a genuine tilt at the 2015 MX2 title by a matter of hours. However Yamaha, MXGP and stardom beckoned.

"I saw him as a someone that did everything by himself," offers Yamaha Factory Racing Yamalube Team Principal Michele Rinaldi. "He didn't have his family with him so much but he had some friends. He didn't have everything like some kids have from the beginning. I thought he had a lot of potential to show, especially because he stopped motocross for a couple of years. Last year when I spoke with him in July and we had to decide with Yamaha which rider to go for I felt he had a lot of potential and he is now showing more than I thought at this stage so the decision to go with him was great."

"I have watched him for the last three years and he moved to Belgium to learn the sand," the Italian goes on. "He was 'growing' fast. He improved a lot last year and then had to move to MXGP for 2015 and I thought it would be another learning year. I was expecting it to be up-and-down, some good results and maybe a podium. I did not expect this consistency."

"I guess he is coming at motocross from a different path," says agent Gerard Valat, the Frenchman who helped Febvre broker the deal to ride the YZ450FM. "I would also say that he doesn't have bad habits because he is pretty fresh and new. I think he can evaluate every option. He is open-minded. He is a really cool kid in everyday life and is a happy and nice person. Always funny and well-educated. He is like fresh air."

There is something different about Febvre. He is very much his own guy. He doesn't have an entourage, can smile easily and carries an intensity that he keeps in his own (admittedly quite public) space in the Yamaha awning where he preps goggles, gets changed and digests his latest set of laps on the 461 machine. His rate of accomplishment has leapt up on everybody in 2015 and you get the feeling that he is just starting to get used to the extra demands on his time (he never complains and to my knowledge fulfils every request). He is now stopped more in the paddock and still carries a shy little edge when it comes to the attention and growing adoration (it was an eye-opener to see just how much the public cheered and supported him at Villars sous ecot when he ran to home GP glory with the same level of reverence usually enjoyed by countryman Gautier Paulin). With girlfriend Megan permanently in tow, Romain is part of the furniture of the Grand Prix paddock...the only difference is that now he's almost the centrepiece of the room...

ROMAIN FEBVRE



We speak – Romain with his good but heavily accented English - at the Grand Prix of Italy. He'd wear Yamaha's yellow to dramatic effect in the rain on Sunday for win number two and then wait a week to complete his hat-trick in Germany and seize the red-plate from the luckless Max Nagl. There had already been comments that Febvre's all-out approach to MXGP and the fact that he has been too-fast-too-soon would lead to a fall sooner or later but at this stage it remains to be seen and he is still shooting upwards...and forwards.

OK, what was better: MXGP victory at home in France or your very first GP win in Brazil last year?

France, for sure. To win your first GP – in MXGP – and in front of your home crowd was amazing. For sure it was my best moment ever. Brazil was really good last year but I think the crowd [in Villars] changed things. I can remember how difficult it was to get to the press conference right after the race because of the public. I think it was a long time before I could finally get changed, but after winning a GP like that then for sure you want to be with the fans.

Do you think the team were surprised that the first win had come by round eight?

Yeah! And not only the team...! I think after the British GP they knew I could win some motos and a GP victory would be close. They could see my progression and how every race I had been getting better. Maybe they were not expecting that result so early...me also. It was strange for me in France. I was a bit over-excited going to that race and because results had been going well I thought it might be a stressful weekend...but it wasn't at all. I didn't get pressurised more than any other race and I was really pleased with that. I hope things will stay that way.

You had the European Championship in 2011, a GP learning year in '12, a first podium in 2013 and then the MX2 win in 2014. Now the MXGP podium in Spain, first win and more...It has all come so fast. Some riders spend years trying to win a Grand Prix...

Yeah sure! It has come really fast...I think my progression has been good and I think I still have some way to go. I think I learn things quickly, such as riding a different bike and not making the same mistakes. I try to learn as fast as I can and I think it is working. For sure the team help me a lot with their experience. When you are riding without stress and you are not thinking of other factors on the bike then it is easier. You can focus more.



What did Michele say to you after France?

He was really happy...for the team, Yamaha and everybody. He had Jeremy doing well last year and winning in Loket so I'm sure he was expecting to win again this season, but maybe not with me.

Michele: "I like that he only counts on himself. He doesn't need the help, support and opinions of others. He likes to listen to people but is very focussed on his target; quite a lot for a rider of his age, more so than many others I think. I believe that is one of his biggest advantages."

How are you learning to be a star? People have talked about Cairoli, Desalle, Paulin, Herlings, Ferrandis, Nagl in the last few years but now your name is right there with them...

I haven't learnt so much yet! I haven't come through like Paulin or perhaps another one of those riders. I really don't care if people like Paulin or Ferrandis is more famous than me in France. I like to have good people around me and not just because I have won GPs or have become a 'star'. I thought I might have some supporters in France for the GP but it was really amazing that weekend. Villars is quite close to my house and it was great that so many people came and cheered for me. I knew a lot of them as well, people who have followed the racing for many years. I hope I can stay humble. I know the attention and the show will get bigger.

Megan: "I was scared that there could be a change and I didn't want that to happen but Romain is not really that type of character. He has stayed the same guy and lives in a small apartment. He is not about the 'show'."

One of the consequences of results is more media, bigger deals, contracts; that must be the nice side...

Yes and it's the same for every rider. When you are going well then everybody is behind you. I

was looking around a lot last year when some things were not going so well. I knew I had to move to MXGP and only Yamaha were there to offer me a good change because they believed in me and my riding. They were the only factory team. You could say they took a risk but the situation has come good. The improvement with contracts and other deals for sure comes along with success but I am looking ahead.



Gerard: "He has some very precise ideas on what he wants. He doesn't compare himself to other riders and has no interest in what other guys are making. He is clear on what he needs in terms of contracts but also the bike and the settings. He tries to understand how the whole thing works and to take advantage of it."

Do you really think you were a risk for Yamaha?

I don't know...it is difficult to say.

We spoke in Loket last year when you said you might have to head to America to stay on a 250 and it was an uncertain time for you. Now when you think it of the emotion of France and the other GP wins this season then it must feel like a long journey from that moment...

Sure, sure. It was difficult to find a good team in MXGP until Yamaha came along. I think I showed some good things last year. For sure I made many mistakes but I showed the speed. I felt there were some positive signs and I was looking for a factory team because when you need to change class and bike then the team is so important. I knew if I wasn't 'factory' then it would be very difficult. I was also looking at the USA because they don't have an age limit and I could have some more time on the 250. I came into GP late compared to the other guys and only had three years in MX2 so the experience was not there. If it had been possible to stay one or two seasons more in MX2 then I would have done that. The U.S. deal finally didn't work out and I jumped on the Yamaha offer because I knew the team was good. I knew they had a problem with the bike a couple of years before but Jeremy [Van Horebeek] looked great in 2014 and had some great results and some wins.

At the Yamaha presentation in Italy at the beginning of the season you were regarded as the No.2. The team didn't treat you like that but it was clear that Van Horebeek was the one going for the title while you were going to learn in your first year. How did you feel about that dynamic because you came in and pretty much outperformed Van Horebeek from the first GP...

Maybe Michele or someone on the team was thinking like this – Jeremy for the championship and a learning year for me – but I did not feel like this. Both riders have the same things and have the bike exactly how they want. The team give 100% for both so that the result is made only on the track. That's really good. It

was not that Jeremy had any priority with the bike because he was second last year. Both of us chose what we wanted for our bikes. I never felt that there was any difference at all between me and Jeremy. I think Jeremy put too much pressure on himself at the beginning of the season. Maybe I will have that next year... but I don't think so because I don't look at any other riders and every year I make sure I take something away from each season and learn as much as I can.

Gerard: "Like everybody I am surprised by what Romain has done...but I knew he would do good because he is strong mentally; this is one of his biggest assets. He is not afraid of anybody and has the attitude that everybody is the same, so if one person can go fast then he should be able to as well. He is not intimidated by other riders even if there are a one or ten times world champion; it doesn't make any difference to him."

Michele: "So far he hasn't felt the pressure and this is unbelievable. Not at the French GP, not in Italy...Compared to anybody else I had in the team for thirty years he seems to feel the pressure less, and this is a big advantage for a rider; so far..."

You are a friendly and easy guy all the time but I've also seen you quite pissed off and pretty angry...do you have a dark side to your character?

Ha! I guess when I am not happy then it is more at myself because I haven't been able to ride like I want. Also making a mistake that I have done before pisses me off. I don't have a dark side! Although I can be angry. and when that comes out then you'll know I'm not happy with myself.

Megan: "It doesn't happen much but when he doesn't ride like he can...also when he crashes the only question I ask when he comes back is "are you hurt?". Most of the time the an-

swer is 'no' and then I leave him for ten-fifteen minutes! After that then it's good. He doesn't like all the questions and I learnt that from the beginning! He always wants to be better and is working hard for this. When he knows he can be better then he never gives up. That's why when things are not going good then he gets angry because he knows he can be at the front." [Febvre pokes through the team fencing at this point and jokes "If you don't understand then we can get a translator..."]



I remember writing about you in 2013 because you were riding that Wilvo Nestaan KTM with such style, nice scrubs and a really fluid approach. You seemed to have really made a step that year in Grand Prix. Is that same guy still there or have you had to change a bit and become more conservative for the 450?

A little bit...but I try to do everything like before. I like to scrub and have a nice style on the bike. I try to be as technical as I can. I don't think I have changed that much but on the 450 you need to be calm because it is easy to make a mistake. You cannot be crazy and have to always be focused. Sometimes on the 250 you can go more than 100% because you can still catch control but this is not the case on the 450. I learnt the limit of the 450 quickly this winter, and I was talking with Michele

about this. I thought it would take some time to get used to it and not go over the limit but it happened quickly and I think this made the difference over the other riders who moved to MXGP [this year].

You mention having good people around you. It seemed the case especially when you were at Jacky Martens' team in MX2 in '13 and '14...

Yes, Jacky had some good people around the team, who are still there. It is really nice to have that and some of them were riding before and knew how to help us and what we needed to improve. It is nice for the riders and the team, and they have the passion. They want to push 100% also to see the best of the rider. This year it is not the same [for him] because Jacky had the sponsors quite involved in the team and here it is just team and they are really close. They really are like a family. They are used to working with each other and have been together for many years. It is a different environment but I like it. Jacky also helped me a lot. When I signed the contract for his team I was living between France and Germany and my old team and I knew I needed to be in Belgium. He helped me so much to get the apartment and to find a life there because I was by myself. I was nineteen-twenty and it was not easy but I had a good feeling with the people and if I had a problem then they helped me a lot.

Do you still live there?

I changed the place but I'm still mainly in Belgium, around eight kilometres from where I was before. Belgium is still useful for the riding, training because there are more tracks and they are open all week. The team have a base there and my training mechanic is Belgian. I like living there! I tell this to many people but they don't believe me! The people are really friendly and I don't have a problem with the language because they speak English or French.

Tell me about team-mates because you had Jake [Nicholls] then Alex Tonkov [Febre smiles and makes a 'endo' gesture with his hand] You know about that, everybody does!

Are you a guy who can carry a team by himself? Or do you like having someone you can work with and bounce ideas off? Are you a good team-mate?

I don't really mind but when it's friendly then for sure it is always better. Jake was the best team-mate I've had. He is a really good guy and we were always in the same category until he changed and during that time we'd have some battles on the track but they were always clean and really good fun. 2013 was a good year. 2014 was...difficult...with Tonkov.

Why?

I didn't know him before he came into the team, only from what I'd seen on the track and from that everybody knew him. I thought 'Ok, we'll see what happens...'. Things started pretty good and we had some fights on the track that were not really clean and it all began from there. He didn't have any respect for anybody, not the manager or people in the team and I really didn't like that. There was one moment when I thought 'OK, it's finished with me and him' and I just went to the team every time to do my job and didn't care what he did. It was pretty difficult and I know for the mechanics as well it was hard [with Tonkov]. I don't really know what the situation is now there but I hope for the team it is better. It was another reason why I was happy to join Yamaha. I knew Jeremy a little bit and the relationship was normal and has continued like that...

But...you have come into 'his' team and pretty much unseated him...

Maybe, but I don't feel it is like this. [thinks] Maybe, yes...but the relationship is the same as it was at the beginning of the season. I don't want to live with him or am bothered about eating or hanging out with him but I like to be nice and to say hello when we're together.

The team are tight with the same core together for a long time – Mino, Fabio, Giovanni, Manu, Cippa – and you seem to be with them a lot. You are based in the awning and you eat with the guys...

From my side during the race weekend I don't like to be by myself and enjoy being with the team and everybody whether I am doing bad or good. I think it is important to be with the team and it is not a big deal for me. I get changed here and speak with everybody. I cannot say I like being alone in my camper. Every rider is different, some like to be quiet...

OK - brace yourself - but some people will want to know...do you still like Supermoto? [smiling] Arghh...

Or are you sick of people saying 'supermoto guy...'

Not sick of it but everybody asks, and the popular question is 'if supermoto has helped me?' and the truth is that it is totally different. Maybe it did help a little bit with my feeling but I think I lost more [for motocross] than what I gained by doing it. Riding supermoto I normally just do one race in Belgium because normally it is a bit boring for me.

BMX still?

In the winter but not so much during the season because it can be risky. I'd like to...but you can hurt yourself very quickly.

Megan is always with you. You seem like a solid double act...?

[smiles] Yeah, she's a good one! We've been together nearly three years. My father and mother cannot come to many races because they work and my father likes me to get on with the job by myself because he knows I will learn, also the business side because I do everything by myself. I know he doesn't want to be behind me all the time and I have gained a lot of things by that. I have a great relationship with Megan and she shares all the bad and good moments.

ROMAIN FEBVRE



FEATURE



We had to learn about each other in the first year because she hadn't been to a GP before but now she comes all the time and she helps a lot. The first year was difficult because of the changes of the lifestyle and we argued a lot! Now you could say we have the right setting!

Lastly you had to change from KTM to Husqvarna in 2013, then from Husqvarna to MXGP last year. Now you'll be with Yamaha for the next two years. How do you feel about that stability?

Now I know what I have, and when you change you can never be completely sure. I really like what I have here at Yamaha. I think the bike can still improve and we have made it better during the season. The team are really great, so I don't know why I need to move. Life is really good at the moment. The best thing is to spend every day doing what you love. It is not always easy but it is nice.



THE BOSS: MICHELE RINALDI

How can you explain this trend for riders coming in and doing well in first year in Yamaha: Philippaerts, Frossard, Van Horebeek and now Romain...

I think for the riders coming from another class then it is usually a bit easier to race and compete because they come with less pressure than other riders already here. They are rookies so they have to prove to be good. The second season is the most difficult, like we are seeing with Jeremy this year. He proved to be very fast and consistent with us in 2014 but now it has been hard for him to reconfirm. Jeremy had a so-so year in 2013 but stepped up last year and Romain is doing the same. MX2 was OK with some highlights but he has moved up a level this season. The same also with David [Philippaerts] who was good in 2007 but then came in with us and won the championship. Why does this happen with us? We could maybe talk a long time about the reasons but I think one of the main things is the feeling these riders have with the people here and the support we give. With the motorcycle we don't ask the rider to adapt to the bike, especially with the 450 which is quite difficult, but try to turn the bike around the rider. We put them at the centre of the project. Sometimes it doesn't work but there are big possibilities when it comes off, like we saw last year with Jeremy and now with Romain.

You also have a solid core to the team...

I know riders can change based on a manufacturer's decision, salary or whatever but for me the solid base of a team should always be the same and maybe even grow. I always do my best to keep the guys and always make them happy to continue to work together. This is very important for me.



Romain is another French rider for you after Paulin and Charlier...

For sure France is still a reference because the country is a little bit different towards the sport. If you go a race there then you see the crowd and it is different to any other country, even including the UK. They are really motivated to support. This kind of attitude to the sport brings through more talent. They are the only country that can have two or three teams at the Nations.

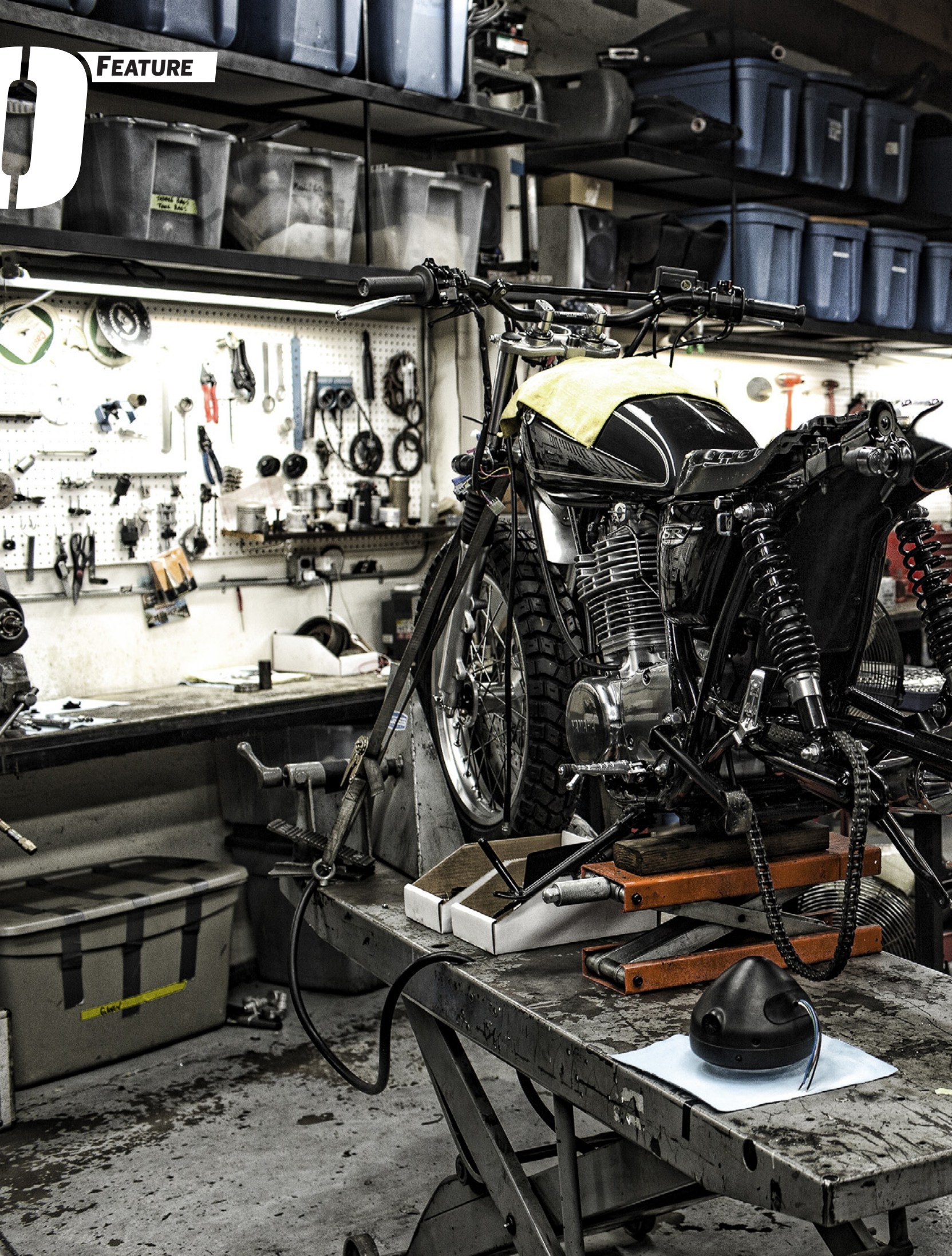


NO SHO

—
It's not just what you see the moment you
need to be at your best, it's that you were
passionate enough to spend years of moments
chewing up dirt to get there.



RT CUTS





GLORY MOTOR WORKS

THE VINTAGE BIKE SPECIALISTS ADDING THE
CLASSY TWO WHEEL TOUCH TO MOVIES

IN SEARCH OF GLORY

By Adam Wheeler

Photos by Ray Archer/set pics by Glory Motor Works

Hollywood. The name instantly conjures up images in the mind...of make believe and fantasy and home to an industry of creating something from nothing. To paraphrase author William Goldman then it is a place where 'nobody knows anything' but in the one small sphere of movie-making vintage motorcycle restoration business Glory Motor Works have carved a small niche where specialist knowledge and application have seen them become a calling card for some major motion pictures over the last ten years.

On the other side of the hill that houses the famous sign, Glendale is home to a modest but immaculately laid out workspace. Glory Motor Works orientate their base of operations from here where the small crew – headed by owner Justin Kell – balance movie bike fabrication and on-set operations, British bike restoration, and prop hire under cloaked walls of cool modern art motorcycling design and prints. An authentic edge is added by the presence of British tea bags in the small kitchen area and we find UK native Andy Holmes tinkering on a Norton (confusingly with a BMW GS on the adjacent workbench) as wooden crates containing the prototype electric Harleys that the company re-worked for the first Captain America production take up a lot of space in the central display area away from the tools.

Kell's office is a den of memorabilia, posters, retro gear, posts-its, receipts and the odd concept drawing here or there. Hollywood might be a place where people's knowledge comes into question but the power of its network is as vibrant as the lights that punctuate the snaking Sunset Boulevard at night. Ever since Glory provided 'The Curious case of Benjamin Button' with an Indian Chief and a 650cc Triumph T110 for Brad Pitt's capable throttle hand they have supplemented their British bike work with copious movie appearances, featuring in films like: Indiana Jones and the Kingdom of the

Crystal Skull (2008), Hell Ride (2008), Star Trek (2009), G.I. Joe: Rise of Cobra (2009), Girl with the Dragon Tattoo (2011), The Master (2013), Gangster Squad (2013), G.I. Joe – Retaliation (2013), Oblivion (2013), Captain America: The Winter Soldier (2014).

Kell is an engaging host. The cups of tea flow, as we want to find out more about how they got into the silver screen business, what they do and what it is like trying to stay well placed in a notoriously fickle industry. Then Holmes, originally from Darlington but now an LA Downtown resident, is more than happy to chat about his work with Triumphs, Nortons and other rarities that form part of the Californian fashion fabric when it comes motorcycles and sheer variety of machines on the roads (admittedly bolstered and assisted by the weather).

Justin, what is the juice of the job for you? Movies, being an entrepreneur or working on the bikes?

If it were one singular thing of what you have said then I don't think any could work. I do a lot of different things – even though they are interrelated – but it all stems from my passion for vintage motorcycles. It was this that started my business and every facet of it. From 1999 when my wife and I opened what-was-supposed-to-be an antique shop with weird high-end antiques and bikes were part of that, the business has morphed into different places. It has all stayed in that realm. What we do in the film industry didn't really exist before we started doing it. I didn't have the intention to create my own job in the industry, it just kind of happened. One of our first shops is pretty visible – its on Hollywood Boulevard and as people in film saw it driving past and going to work – we became more and more of a go-to place if you were doing a production and you wanted some vintage motorcycle stuff. Unlike the normal avenues of getting vehicles and picture cars we were actually experts in the field.

GLORY MOTOR WORKS



We could do a historically accurate bike for a period film and it would be exactly how it was supposed to be. Luckily for us the film industry has also evolved immensely in the last ten years toward quality vehicles, sets and props. C&C, digital scanning and computer graphics and all the advancements in other areas means a crappy movie car is not good enough any more. We were expected to – and we actually do – operate at a higher production standard compared to others and it is a challenge. It means you have to stay on your toes.

Renting out props, creating and maintaining bikes on sets or restoration: if you have a clean agenda on a Monday morning what would you pick to do?

Spend my time in the film industry. I can provide for my family and there is also that chance to work in a creative environment, and many people are not afforded that opportunity. The other reason for that is because - and anyone who has turned a passion into a career will know – you lose the love a little bit. The excitement I get when I see an interesting machine or ride a bike is not as great as it used to be. I cannot escape the fact that I have become used to some really cool stuff. What I still find interesting about the the film industry is that its dynamic and fast and through more of the departments you work with - whether its cinematography or writers or artists - you really have to be at the top of your game to be successful. If you are so-so then you'll eek out a living but we are really lucky that we work in the top tier. When we were doing 'Oblivion' the life-size bubble spaceship that was built, well, I went to see it being made and came back to the workshop and said to the guys "this is going to the next level, we have to be 'on it'". You are looking at stuff that is better than what manufacturers do. Then you are also afforded the freedom that we do not have to work under federal guidelines for safety or what the department of transportation expects. That's why I would choose it. The creative outlet and the foot-in-your-ass to keep going and get better is much greater in that industry.

What about competitors? Is it a bit cut-and-thrust? I imagine that you cannot afford to drop the ball at all...

That's right and it's on every single job I do. The thing about the film industry is that it's small and if you mess up once then you're done. For me a bad day at work could be one of my friends who rides stunts ends up badly hurt or a 300,000 dollar day of shooting is ruined because of my mistake. You have that pressure and we respect it. I don't want any problems to come from my department or my work. All the guys that work for me and the way we do everything is with the thought-process of it being reverse-engineered. When we build stuff for an OEM I don't want some s***head at a factory who's had five years to build a prototype take apart something I've done in six weeks and go "oh my god, these guys are idiots." I want them to go through and think 'oh, we should have done that'. We have that pride...and you have to, otherwise you are turning out crap. It doesn't matter whether you are doing a 500 dollar a day commercial or we are nine months into a major feature film. I want us to be known as the best and I think a lot of other people in the film industry approach it that way, that's why it is cool.

Can it be hard to plan? Can you focus on particular builds or will a studio call with a short turnaround for a production?

That's all that happens! It is not an exaggeration. We get pulled into projects and I get phonecalls where we need to build nine bikes that match unmade prototypes exactly so they can be used in press release and it's: "sorry guys, you have six weeks...what do you need from us?" That's what we go from. We start that process, and while that's going on I'll have a stunt co-ordinator calling me say "how are you set up for the jump?" and we'll go "what jump?" and I'll be told "yeah, it's a 50ft jump onto a flat asphalt surface with a passenger on the back". Boom: that's another part. Then the propmaster will call and say: "where are you going to mount all the weapons?"..."what weapons?!".



This is the process and because a big film will have so many people and departments working on it then one of my jobs as co-ordinating the show when it comes to the bikes is to try and think of every possible weird thing. You can read through the script and make your own deductions. Like it might say that the character is wearing rainbow boots and water gear; and that means we might be going through water or jumping through it so time to make some calls. You try to figure it out as you go along. I get asked a lot: how do you get into this career and how can you train for it? Well, you get into it by accident and you don't need to be a great mechanic to do what I do but you have to be able to think on your feet, troubleshoot and fix a problem with whatever is in your pocket. It is high-stress but you have to like it.

Can you afford to say no?

There are times when I can...but I never do.

That's a lot of pressure...

Yes, but I come from a background where you work and if you don't then you cannot have a house, or dinner. Growing up that way I think puts a hunger into people. Even if you are successful and have a good year then you are still scared to death that you are never going to have another job again and at any point it can all crumble. It is something I should probably get away from but then it allows me to operate realistically. You don't say "no" because that guy I just said it to on a one-day job on a TV show could be doing a gigantic feature next year that will put me to work for ten months. That's how I approach this stuff. You can never get into some ego trap in this business which is easy to do because you read about yourself in magazines and can end up think 'I look pretty f**king cool'. You cannot do that. In motorcycling there is nobody who has really re-invented the wheel yet. It hasn't happened and probably isn't going to, so we should 'sit

down' a little bit. A motorcycle designer is like a denim designer; we just put different stitching on the back pockets.

Having said that you must look around here at Glory and see the profile and status of the company on the rise...

It is, and there are two reasons why we seem to get press and interest. Firstly, within the film industry we've had a really good reputation and we'll work around the clock to get something done on time. We operate under the budget theory that it is our own money, which it is. Secondly, the industry is still fairly mysterious to most people and I get asked what I do a lot and some people say: "is that actually a job?" Well, yeah! There are a lot of jobs like that in the film industry. Our job is fun and people like motorcycles. We are like the guys that bring puppies onto the set. Nobody says "oh, the f**king puppy guy is here..."! It's like "the bike guys are here" and people who have a motorcycle or their husband does or the director rides and it is almost like people can connect with us a bit more than say a cameraman or a technical profession in this industry that is still a little alien and foreign. What we do is not different to someone's cousin who is building a chopper in his shed or their brother who works at a Harley dealer but we do it a little differently.

Any nice stories of arriving on the set and people wanting to see your work?

It happens constantly. It was a big deal when we were doing 'Oblivion' with Tom Cruise. Tom is a really good rider. People give him flak because he's an actor but he is actually a very good motorcyclist and he has a lot of bikes. Luckily for us he likes his bikes and things like the clutch set up a specific way. The 'Oblivion' bike was an important thing for him so it was a big deal when he saw the finished thing for the first time. We were in Louisiana and all the producers are nervous, the director is excited

GLORY MOTOR WORKS

and Tom got on the bike and a big smile came on his face and then everybody was happy. A situation like that went well...but it can also go badly. We have fun stuff happen as well. I remember we were shooting Indiana Jones and Steven Spielberg's cinematographer – who is an awesome guy but a famous maniac – would steal our bikes! We'd be working and we'd hear a bike fire up and see him flying off down the road. It is worrying because we are getting more and more into using prototypes and unreleased factory specialities and the confidentiality levels move way beyond 'we don't want anybody seeing the movie bike'. There are some serious trade secrets. It was really stressful to be working with the electric Harleys because as you know it came out of nowhere and nobody in the motorcycle industry saw that coming. The job constantly shifts. We'll spend two weeks straight painting bikes a specific way for a specific scene and then get a call saying it's changed and we need the new liveries by tomorrow. My job is to say "ok"... and then I hang up and I s**t! But I never do it on the phone. That's what people need to hear from me. They don't need the motorcycle guy freaking out, or any department for that matter. The nature of the film industry is being able to roll with the punches because it is art and it's organic. It doesn't run from a concrete plan.

Are you quite a creative person? I imagine that going from 'The Girl with the Dragon Tattoo' to 'Oblivion' is quite a big difference...

Yeah, it is good when that happens. 'Dragon Tatoo' was an interesting one because it is was such a strong and great character. David Fincher, as a director, does not miss a detail. If you look at his films then every single thing is perfect. He is really good. So when we started the film I was thinking about what he would want and his main concern was that the bike had to look realistic and he wanted modern bikes. In the discussions we had we talked about how this girl is not spending a lot of money, it's rough. I had to approach the bike as 'wardrobe' because it became an extension of the character and how she would be perceived by the public and the filmgoers. We knew that people would identify with the character and everything had to be right. The build has an American feel to it. The actress was small so we used those 350s and did a lot of trick stuff to that bike...but you cannot see it, and that was the intent. We wanted it to look like any girl or guy without a ton of knowledge with home tools could put it together. It became one of the most 'asked about' bikes we have done. I still get five emails a week about it. I didn't know it would become such a visible part of the character and nobody at the studio did either but it seemed to fit right. It was a tough job because it was in a really short time frame but I'm proud of that one because it was something that was not really special. There is not a lot to bikes like that, and they are not that interesting but it means I am doing my job well because it had that strong link with the character...and that's the goal with any project: that it fits so well as opposed to just being a bike stuck in a movie. The creativity is what gets me excited. I fear every job based on time frames and difficult requests and set up for stunts but what I really look forward to is the challenge of making it look right for the part. We get crazy stuff thrown at us.





When we did 'GI Joe 2' we were working with an actor and stunt guy both over 6ft4. So we had to make a huge weapon of a motorcycle that was scaled to these actors. We worked with Ducati hypermotards and ended up making up all the crazy exaggerated parts like extended swing arms, new wheels and sixteen inch wide triple trees. They also need to be able to hold guns and jump. We just have to figure it out as we go along and we aren't afforded the time for mistakes.

So bikes can be just as much of a character as the character itself...for example, you see many cars in every movie but there are only a few iconic ones...

It [a vehicle] is a good tool to tell a story about someone. The way a motorcyclist is portrayed on film is normally as an outsider to a degree, a freethinker and a rebel of sorts. You can use that in a lot of different ways. It can be used as a comic point or to really alienate a character from people. Unless you are talking about a Bond movie or some sort of gadget film then I think that is why bikes became more popular than a lot of cars. The Bond franchise is really

what started it, the way I see it, and the way props became a really important part in telling a character's story.

I have to ask: how did it begin? You mentioned people stopping by the vintage shop but what happened then? What is a case of your business card being passed around Hollywood's contact books?

Hollywood is a small town in this field and it did start with having this visible retail storefront...and the customers that come in. I did little day jobs [in productions] but my first real entrance in the feature film world came with the 'Curious Case of Benjamin Button'. In that film we used a '56 Triumph and a '35 Indian – if I remember rightly. A film will have a 'picture card co-ordinator' who is the guy that handles the building of stunt vehicles and all the things you see on the street. He does part of what I do. Anyway, I get a call from one on this film and he's not happy because he has been told to call me to get the bikes. He had been told this by one of the stars of the film who is also a customer in our store and a good rider – Brad Pitt – so I gave him



GLORY MOTOR WORKS

a price and he said I was too expensive...but he has to hire me. He keeps calling me 'store-front' and giving me lots of s**t but we get out and do the job and we get on really well. The job went great and we get back and there's another producer who wants me to help put together a '60s biker movie - which was Hellride - which we did for Quentin Tarantino. I read the script and I thought 'oh man, I'm in'. They gave us the freedom to do the bikes how we'd think they should be: cool. As soon as we were wrapping Hellride Tim Woods, the picture card co-ordinator from 'Benjamin Button' calls about 'Indiana Jones'. Tim hates motorcycles and hates working with them. He had 300 vehicles he had to build for 'Indiana Jones' and just said "you wanna do the bikes?" So we said OK and were on the clock. We were working with production designers and prop guys, we did our job and everybody was happy and then that crew finish the movie and move onto other projects where they say "hey for bikes you should use the guys that we worked with on 'Indy'" and that's how it operates. Just like in any other field you want to work with guys that you are comfortable with for two reasons:

you know you can get along - and this is important when you travel to somewhere else in the world and you live with these people every day - and secondly with people that know your work and your thresholds. You end up with a network of people that have pushed you on and given you opportunities. Some of these guys will stick their neck out a bit and I try to do that also. If you can be relied on to do a good job then you are one less thing that a producer has to worry about.

Were you surprised when you first got into the industry and then over the years how many people in movies are into bikes? I read an interview with Christian Bale recently and when asked if he could be anyone else who would it be he said 'Marc Marquez'...

It makes sense. If you go back to the James Deans and Errol Flynn's...what is the appeal of a motorcycle? It is that escape and that solitude - at least it is for me. I appreciate being with my own thoughts and especially as technology advances and we broadcast our day-to-day lives on screens our personal time and space is disappearing.

FEATURE



I think a lot of actors lose that when they reach a certain level of success. You lose the power of anonymity and being a guy on the street. That's where the appeal comes in because Brad Pitt can ride around the desert and just be that guy Brad from Missouri. I think it plays an important role and I don't think it is about ego and a bad boy pose on a motorcycle.

You said the Dragon Tattoo bike is not something that really interests you...so what type of bike does?

You know what? In the last few years I have started to be excited about innovation in the

motorcycle industry. I think the development of electric bikes and hybrid technology has really sparked my imagination. Never in a million years did I think I would be saying "you should see the insane stuff that is going on in Milwaukee at Harley..." but it is true and it's exciting. As an American and motorcyclist to see that innovation coming out of an American company is pretty cool and it has been a long time since it has happened. I love open valve bikes, leather belts on bikes and crappy Triumphs... but I'm excited about the future. I've become a bit jaded and only tend to ride motorcycles when I'm working now so that when I go out



GLORY MOTOR WORKS

and have fun on a bike it almost doesn't matter what it is any more. I do get to ride some really cool shit everyday and I'll be heading home thinking 'I rode nine different bikes today...'. Some people think I have a dream job and a lot of days it really is. My business is the workshop and my favourite bike right now is probably a Triumph that we built out of scrap. When we moved here we realised we had enough crap lying around to build a complete bike so we made it out of those scraps. The reality is that if we were building it for a customer then the manpower hours mean that it would have been a 100,000 dollar bike but that one, for some reason, works and makes you happy. It is one I ride around for fun.

I know I get to the end of a racing season and have a few weeks where I couldn't care less if I see a bike or not...I guess it must be the same for you...

I have the sights, sounds and smells! We used heat-wrap tape so much on 'Indiana Jones' that if I see any of that now it takes me straight back [to the set]. The bikes on 'GI Joe' were loud and you get to the point where you are like 'not that sound again...'. I totally get what you are saying. It is the same with movies. The first month when you've finished a film you are sick to death of it and you never want to see that bike again. Then in months two-three all the stress and travelling has gone and you go back into the honeymoon stage and think how great it all was. Luckily that stays with pretty much all of them.

Talking about the workshop specifically how much of the business is about spec clients and bike builds...?

It really goes by the general calendar. The start of the year is normally when we are on a film and that will take us through to the summer. So from summer and fall we are on private customer bikes and service on vintage British bikes. Maybe four or five bikes a year will involve full restoration or a Trident build or something.

Financially the film industry work is what allows us to do the vintage work. If it wasn't for that I wouldn't be able to make a living on the vintage bikes.

Really? Is there not a surge of interest in retro machinery...?

The reality is that the numbers get fewer each year of core passionate enthusiasts and bike owners. The bikes become closer to museum pieces rather than being out there ridden. For us – thanks to the film industry – we are able to streamline the customer core. Just before we start another film the rent is paid and the salary is paid to cover the service jobs. I would not want to have one or the other because if you are fed up with the film industry then you can come back to the shop where there are fifteen British bikes to work on and you can test ride them and have some fun. By the time you cannot stand the sight of one more Norton or Triumph then a new movie is kicking off!

Has it become more difficult to source parts and components?

For the vintage stuff? No, it's become easier. The availability of really good new parts is out there. I could build a Vincent from scratch from good quality brand new parts or a unit Triumph or Commando. Everything is surprisingly available these days. Whereas something that is a mass-produced item – which is what we found with the Honda 350s – it is really hard to find good aftermarket parts. To a degree those bike were disposable. They were churned out to be not a particularly exciting commuter or recreational vehicle. They have been inexpensive for so many years and have been battered and ravaged. When I start with a film bike then it is very best original that I can find. I don't have the time usually on a project to reverse engineer and decipher someone's genius idea. I'll have everybody who works for me scouring the west coast or trucks heading off in different directions. We have to make snap judgements, like saying 'we'll use this front end for a job' then realising it won't work and instead we'll need a Honda unit that was

made for two years only and it was on a crap bike that we cannot find. We'll be in a state where we will be like 'we need this, and six of them, by tomorrow morning'.

Is there one model – the 'Toyota' of bike - that is ever present in the vintage shop?

There is a 650 Triumph that is basically that 'Toyota' of the British bikes. And for a good reason. It was a great bike that looked good and functioned well and there was a s**t-load of them sold. The more interesting and rare stuff out there like the '30s international Nortons and the Vincents, they come through occasionally. We have a friend in town and all he does is Norton Commandos and he's great, he's the best and that's all he needs to do and there is a lot of them. You have to remember that there are more British bikes in the U.S. and California than there was in Britain and Europe. It was a huge market.

Is there is a model or a make where if a guy rolls into a shop then you think 'oh, this is going to be a ball-ache...'?

All of them! There are some worse than others. Like the really early unit Triumphs, the '64s, the motors in them are like 'oh no, not one of those'. A bit later you have the oil and frame Triumphs have had issues. And brakes. The British disc brake set-ups were not good. So we are always updating and fixing a lot of that. However there are not too many that cause the fear...

What about one that would make your jaw drop...?

We had a couple of nice Brough Superiors come in last year and it was pretty cool to work on those because you don't see a lot in the U.S. Then you have the personal favourites of mine like if there was a really early Vincent single in here then that would give me the horn.



GLORY MOTOR WORKS

What about other brands? Like some of the Bultacos or Husqvarnas?

We try to specialise. I know f**k-all about those brands and two-strokes. My approach to having a shop is that a customer shouldn't drop his bike off for me to learn. I think you could still go a lifetime learning all the weird little tricks of what we do. We have really tried to steer away from being the 'jerk of all trades' but we do end up with some weird s**t at times and it depends on customers. At the moment we have a bike in the shop that we would not work on a million years – a ten-fifteen year old BMW. It is a great bike but because it is owned by an important person in the film industry and the field that we work in then we took it on. You learn about it and 'put it in the bank', so later when you are building a movie bike you can think 'ah, I remember a cool thing on that BMW'.

The future? The same relentless schedule?

One thing I've learned through always having a job is to create your own and make yourself indispensable. Not every film has a motorcycle and not every film has interesting bikes or a lot of stunts. What I have really tried to do through this whole process is pay attention. I have been given the opportunity to go to the best 'film school' on the planet for the last fifteen years and work with the best directors. As you get older, more refined and better the next logical step is to make some of our own films and being able to pull from some of the talent I've worked with in these different fields. I could call some of the best people in the business and say "I'm doing my own, are you in?" and we're fortunate to be in the world of some major movie productions and great creativity.

ANDY HOLMES: AN ENGLISHMAN IN GLENDALE

How did you end up here?

I grew up obsessed by California flat track and there was so much '60s Triumph stuff out here in California. We used to come out and buy it and I thought one day 'why not stay?'. I had no plan and was living in London in a canal boat and I came here for three months on a tourist visa and when I went back there was ice on the inside of the windows of the boat. I was back down in my lock-up shed working on stuff in the cold and the dark and I thought 'f**k it, back to California'.

And to Glory?

It is a bizarre story. I was on a ride out in the middle of nowhere in northern California across these fireroads but on vintage stuff and a three day trip. This guy pulled up on a '30s Indian Chief at a gas station and I was on my BSA and he was from Manchester, so we started talking and we went to the pub that night. He said he had a friend who was looking for someone to work on the British stuff and I think within a week I was working here. Prior to that I was doing bits and pieces by myself like restoration and buy-and-selling. The weird thing is that someone in London had said to me "I know a guy in California who rides Indians, you should look him up". I never did but I randomly bumped into Gary and ended up at Glory.

You obviously knew your way around these types of machines...?

My Dad restored '20s Nortons, so I pretty much grew up in the workshop. I know my way around the old stuff but the crazy, complicated new stuff is a bit nerve-wracking and a different kettle of fish. I work on the movie stuff as well but I am pretty much constantly on the vintage.

Are you surprised by how much of it is around California?

It is a bit shocking but I think that in the late '60s 80% of Triumph's output was coming to the U.S. and most of that coming here. The later Triumphs, the unit construction ones, there are just so many of them here and they still keep coming out of the woodwork. [the bikes] sold in enormous quantities and when they broke people just tended to put them away instead of fixing them. People have so much space and these huge properties where they can park a bike and throw a tarpaulin over it and forget about it for so many years. We were working on a movie bike that was bought from a garage in Pasadena where it had sat for forty years and the owner had bought it new; a bit crazy. We did have tons of stuff out the back and through years of accumulation of bikes that we've cannibalised for Triumph spares.

Is there a model that causes your eyes to roll if it comes in here...?

Hmm, the Triumph triples. I hate working on the three cylinder stuff. It was flawed when it was new. They are great fun to ride but they are fiddly to work on with their own engineering practices. The Tiger Cub 2, the small capacity push rod single is also terrible.

What was the accomplishment then by Triumph? Which bike would get your approval if it were brought in here now?

I think all the late '60s Triumphs were the last multi-purpose motorcycles and ones where you could pretty much do anything. You could ride in the desert or road race or go to work. It was the last of its kind. I specialise in Norton and the pre-war stuff. A '36 model is quite exotic and super-fun to work on. Triumphs have started to become bread-and-butter now.

GLORY MOTOR WORKS







Do you still need to study up?

Absolutely. The Norton needed a bit of re-research because it has TT numbers on the engine so there is the possibility that it was a modified race bike, even though it is in road trim now. We are trying to work out exactly what it looked like when it left the factory. The research is a perk of the job but also riding these things. I've gone out on hundreds of sidevalve and push rod Nortons but I'd never ridden an overhead cam Norton.

What was it like?

Pretty agricultural! But it is surprisingly fast and these are still genuinely thrilling bikes to ride...even though they are so antiquated. They are super-fun and they are effective and the Nortons handle better than you'd imagine. The main problem is the rigid frame and girder forks are fine until you hit any bumps. It can be a bit frightening and you'll get airborne. It is an experience the first time it happens.

Living in vintage day-in-day-out do you ever get a craving for the latest superbike or something like a Ducati Monster?

Yeah, I used to ride old stuff to work and up until recently I was riding my '47 Royal Enfield here and before that it was my '35 Norton but it is nice to know that you'll get home without something going wrong and being stuck by the side of the 5 Freeway in the dark! I love riding the new stuff. My daily ride at the moment is a Thruxton [Triumph] which is the duller motorcycle and I'm a bit ashamed but I am never late for work.

Can you compare the scenes between here and back in the UK?

There are a lot more young people. If you go to a vintage ride club in the UK then you might struggle to find someone under 65 years old. There are few young people interested whereas here there is a strong enthusiasm for it. I hope it will continue. The kids around my generation grew up over here in the hotrod phase of working on cars at the weekend. I think the generation of tinkering on things is disappearing to a certain extent.

SBK

PIRELLI MALAYSIAN ROUND

SEPANG · AUGUST 2nd · Rnd 10 of 13

Race one winner: Jonathan Rea, Kawasaki

Race two winner: Chaz Davies, Ducati





Blog by Graeme Brown

Photos by Kawasaki/GeeBee/Ducati Corse Press/Milagro

CHAZ DAVIES IS GOING TO PUSH THE 2015 FIM WORLD SUPERBIKE CHAMPIONSHIP DOWN TO THE LAST, AND (HOPEFULLY) IN THE STYLE OF HIS FINAL LAP ATTACK IN SEPANG WHERE HE SHARED A RACE A PIECE WITH JONATHAN REA. JUST THREE ROUNDS TO GO, IN SPAIN, FRANCE AND QATAR

LAST GASPER

Imbued by his success at Laguna Seca
Davies was again the biggest threat to
the Kawasakis and Rea in particular who
was eying the 'finish line' in two senses







The other significant news from Sepang was of course Max Biaggi's third place in the first race; the Italian still taking silverware into his forties

SBK MAL



DETACHED...

By Graeme Brown

School's Out For Summer – sang Alice Cooper. After the events of the Sepang round of the Superbike World Championship in Malaysia at the weekend the riders and crews will start a well-earned break that lasts until the middle of September.

I started my 'holiday' straight after Laguna Seca when I headed south to Los Angeles to see my son compete in the Special Olympics World Games. It meant that on the weekend I was battling a 15 hour time difference to see the races and do what work I needed to do. It brought home the difficulty the organisers of any major championship must have to broadcast and publicise all the events in their series when it spans the globe.

Personally I was heading to bed before 10pm and setting the alarm for a few hours later to get up and follow the races on my laptop, having another nap and then getting up again to edit and send picture selections for my clients that had been emailed to me from the track.

It is a really strange experience when you suddenly get off the train you have been riding and it steams away from the platform without you. One thing that is apparent when you work within the Championship and know the personalities that travel 'on the train' with you, is how many get off when it leaves Europe. At each European race there is always a buzz of news and gossip, little web stories from one journalist that sets the others scurrying for an alternative angle.

However, I noticed at Laguna and more so this weekend that there are only two or three championship full-timer 'journalists' at the track for these races. Most news outlets are regurgitating the press information sent out by Dorna and the teams.

That for me signifies a spiral of decline. There are less interesting stories generated, therefore less readers; less revenue and budget to send someone to the race track; so less quality stories; and it goes on.

So what do you do? I fear there is not much to do. The world now digests information in 140 character mouthfuls. In many cases it is also like shouting into a darkened cave hoping there is someone inside listening, let alone answering.

One story that did emerge on the weekend was that the factory Ducati team is more than likely to stick with Chaz Davies and Davide Giugliano for their 2016 rider line up. Giugliano has been sidelined for the remainder of the season with a fractured vertebra but teammate Davies is on fire. He has now won 3 of the last four races and feels that the Ducati package is coming good after an inconsistent start to the year.

At Sepang he and Champion-elect Jonathan Rea went properly toe-to-toe in the final corners of each race. It was great to see but has come a little late in the term I fear to affect the outcome of the title but with Rea and Davies in the same seats next year it will make for an intriguing battle from the beginning.

We now enter a gap of six weeks between rounds. Had Rea clinched the title at the weekend for sure the world would have forgotten all about WSBK and made it even harder to generate interest for the last few events when we get back to action on 20th September in Jerez. At least now we have a final fling to look forward to. By that time 'the train' will have swung back round to my platform and I will be back on the road.







HODGSON'S CHOICE

**THE FORMER RACER & TV PRESENTER ON
THE MotoGP TITLE FIGHT AND HONDA'S
CHANCE TO FIGHT BACK**

By Joe Beale

Photos by Martin Heath/Monster Energy

As the MotoGP paddock prepares to return to action this weekend at Indy, OTOR caught up with former rider and current BT Sport commentator Neil Hodgson to get his views on the season so far and what to expect in the second half of the year. The ex-Grand Prix competitor and WSBK and BSB champion believes this is one of the most exciting periods ever at the elite level of motorcycle racing and can't wait for the action to recommence at Indianapolis.

Summarising the title race and the scenario at the business end of the current MotoGP standings, Hodgson said, "we are at the exact half way stage of the season and the beauty of motorcycle racing is you can't predict it. I can't sit here and say that Marc Marquez definitely will not win the championship. You only need a bit of bad luck for the Yamaha riders and Marquez has got the ability to go on a five, six, seven, eight or nine race winning streak. What Valentino has done is absolutely incredible.

The mental side of racing which is the hardest part and the way Valentino has been able to turn his career back around: I am blown away by it. I think if he wins this title he is the greatest of all time."

"I'm in awe of what Mike Hailwood did and with Giacomo Agostini the records speak for themselves. I think this is Valentino's last chance because it looks like Marquez has got the potential to go on and dominate for possibly ten years. The history books could show that when they went head to head, Valentino beat him and it's just incredible."

"Talking about all that I'm not even mentioning Lorenzo, who is God! He won those four races in a row. He led all those laps and he doesn't make any mistakes, he's not crashed all year and he's a great rider. I've been involved in this sport for 20 years and I've never known a time like it, where we've got so many talented riders."

When asked about Honda's 2015 struggles, Hodgson said of the Japanese racing giant: "The fact that we're even having conversations about what Honda have to do to catch up sounds quite bizarre. It's a tricky one and it shows that there is such a fine line between having the perfect bike and looking for improved performance, so you tweak it a little bit and people don't always get it right. They tested at Valencia after the last race and I think the fact that you don't have that much pre-season testing and a lot of it is in Malaysia makes it quite difficult. It's been a bit of a shock because they obviously got it wrong with the 2015 chassis or at least their number one rider, Marc Marquez doesn't like it. It's created a bit of drama and it's fantastic for us."

On Michelin's preparations for their return to Grand Prix racing the 41 year-old former Ducati and Kawasaki man commented, "I tested for Bridgestone in 2007 as I had a year off from racing, not through choice but because no-one wanted to pay me a wage, so I experienced the magic of the Bridgestone front tyre even back then! It's really interesting to hear the rider feedback, see the lap times and understand what these Michelin tyres are doing. With the rear tyre it sounds very positive but they can't get a front tyre to work like the Bridgestone front. We hear about lots of high profile crashes for riders and it is hard for them because you have to work on it during the season and push the development in your direction. If you put your hand up and say I'm not going to push then there's no point doing it."

The recent news of Forward Racing's troubles and their withdrawal from GP racing has sent shockwaves through the championship community and Hodgson points out that it's the team's mechanics he feels most sympathy for.

"When you are in the paddock you hear stories about these big flashy looking teams that are actually on a bit of a shoestring budget but they always seem to – thankfully – tick-over," he explains. "You hear stories about mechanics not getting paid. It frustrates me when riders don't get paid, though usually riders are doing ok salary wise but when mechanics don't get paid I hate it as they have to pay their mortgages and feed their families. It is sad when this kind of thing happens and I just hope people who have been promised money do get paid. It's also a real shame for Loris Baz as he was having a great season."

'Hodgy' was also glued to his TV set over the summer break in MotoGP competition as he took in all the action from the Suzuka 8 hours event and he noted, "I got up early and watched every bit of it because I manage Alex Lowes, so I had a vested interest in what was going on. Alex did really well and it was very frustrating because he's had a tough season in World Superbikes as he's on a bit of a dated bike and his team doesn't get factory support, so it was his chance to shine. He led the first hour, came into the pits with a four second lead and his teammate ran off the track and crashed so I felt a bit sorry for him. It was high drama for Casey (Stoner), because as soon as he crashed I thought, that was weird, the way he crashed. I've done plenty of laps around that track and you wouldn't run off the track where he did. It was bizarre and there was no run-off there because you are not supposed to go off there, unfortunately that's why he got injured. I hope it doesn't put him off as I'm a massive Casey Stoner fan. I'd love him to either do the 8 hour again because of this bit of unfinished business or have a go at making a full time return."

NEIL HODGSON





"I was pleased for Bradley (Smith) and Pol (Espargaro) because there is always a lot of pressure and expectation when the MotoGP boys go there. A new Yamaha bike, I know they only did a little bit of testing and I thought they did an incredible job. They showed what we all know, if you are running relatively near the front of a MotoGP race, you are with the fastest men in the world. You could see that by the riders who stood out at Suzuka, who were definitely Pol and Bradley, so I was pleased for them."



NEIL HODGSON





'15 MAXAIR

GLOVE \$29.95
JERSEY \$34.95
PANT \$109.95



**MAXIM
WITHOUT L
THE C**

Justin Jones
2014 ISDE Gold Medalist
2015 San FGelipe 250 Winner



**MAXIM
WITHOUT L
THE C**

Justin Jones
2014 ISDE Gold Medalist
2015 San FGelipe 250 Winner



MALCOLM SMITH RACING



MX

GRAND PRIX OF CZECH REPUBLIC

LOKET · JULY 26th · Rnd 13 of 18

MXGP winner: Romain Febvre, Yamaha

MX2 winner: Valentin Guillod, Yamaha



ROUND THIRTEEN AND JUST BEFORE THE DIVE INTO THE LOMMEL SAND TOOK MXGP TO THE FINAL HARD-PACK EUROPEAN CIRCUIT ON THE 2015 SLATE AND THERE WAS STILL NO STOPPING ROMAIN FEBVRE AS VALENTIN GUILLOD STEPPED UP IN MX2 FOR THE THIRD TIME THIS YEAR

SLIPPING OUT OF SIGHT

Photos by Ray Archer

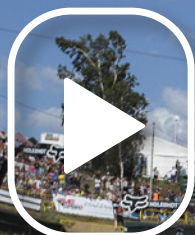
MXGP CZE







Disaster for Jeffrey Herlings (left) and another season torn by injury. Evgeny Bobryshev guns towards a top three championship placing with a second podium of a consistent season. Clement Desalle (bottom left) returned from a knee injury to maintain a remarkable record at Loket. It would be the last race appearance from '25' this year as his right shoulder problem reared up at Lommel



PLAY



Agony and ecstasy. Paulin's crash could have repercussions on his championship bid while Guillod stakes his claim with win number three of 2015 in MX2. Livia Lancelot (below right) feels the harsh technical side of the sport in the finale of the WMX series, which meant a fourth crown and second celebration in a row at Loket for Kiara Fontanesi



MXGP CZE







FOX

Fox's highly anticipated 2016 collection was presented for the first time and coincided with the Grand Prix of Belgium where the brand's top athletes like Gautier Paulin, Evgeny Bobryshev and Clement Desalle showed off the **Flexair Libra** (blue/black, black/green) and **Union** (red and black) liveries that can be easily mixed and matched with the robust Instinct boot and Air goggles not to mention the constantly evolving (and advanced) V4 helmet. We've already written about the envelope-pushing that Fox have managed with their performance-based Flexair race/riding wear and with the new colourways across the product range it is easy to look cool as well as know that your kit is doing the right job.

www.foxhead.com/uk



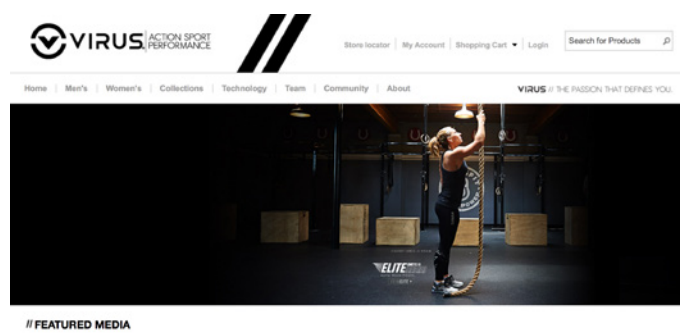


VIRUS

This Californian company are now branching into UK and their performance-wear boasts some bold features. Virus themselves claim that they bring 'bleeding edge fabric technology to the individual athlete' with materials that help 'strengthen, cool, warm and protect from training to competition'. The garments fit into three areas: Performance, Fit and Sport and cover a large and diverse range of functions to assist the athlete or person doing the exercise with whatever role they want from the gear. From martial arts to aquatic sports, motor-sports and snow sports the Virus range is comprehensive and reasonably priced. The wares span many uses for both men and women.

When it comes to MXGP then Virus is closely linked with the Wilvo Forkrent KTM team and riders Jake Nicholls and Adam Sterry but the brand also has associations with the likes of Justin Bogle in the U.S. Above all they cater for '**compression**' ('hugging' products that are scientifically proven to assist with recovery, regulate temperature and reduces potential muscle damage among other benefits) which is an asset for any person getting active, nevermind stressing the body immeasurably on a dirt-bike, and '**Functional Fit**' which means items that wick away moisture but are more comfortable and practical to wear for any past-time that gets the heart going. For off-road riders there will be special V-Moto line coming in the next six months.

For more info check out: www.virusintl.com







PRODUCTS





POD

When it comes to knee protection then Australian firm Pod Active have a good reputation for delivering effective, comfortable and practical products. Their top seller is the **K8** with the description as: 'Lightweight, pre-preg carbon fibre frames and adjustable cuffs combine with the Human Motion hinge system [below] to allow you to create your own knee brace. The brace adapts to a variety of activities and sports though the ability to easily add or remove the impact panels as needed.' The K8 comes in sizes from small to extra large and are also micro adjustable with padding for the perfect fit. Half of the battle with knee braces is getting a pair that do not feel bulky, restrictive or awkward and for the price you are paying then you expect an item with quality build and feel. The K8 hits the mark for Pod and is also chosen by athletes like: Trey Canard, Andrew Short, Weston Peick, Marc Coma, Taddy Blazusiak, Jonny Walker, Tommy Searle, Jake Nicholls, Todd Waters, Conrad Mewse, Petra Petrov and many more.

www.podactive.com





BACKPAGE

Monster Energy Girls
By Monster Energy





'On-track Off-road' is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at www.ontrackoffroad.com every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

Adam Wheeler Editor and FIM MXGP correspondent

Ray Archer Photographer

Steve Matthes AMA MX and SX correspondent

Martin Heath MotoGP Photographer www.martinheathphoto.com

Simon Cudby Photographer

Matthew Roberts Television Presenter and WSB correspondent

Gavin Emmett TV commentator/Presenter and MotoGP Reporter

Núria García Cover Design

Gabi Álvarez Web developer

Hosting FireThumb7 - www.firethumb7.co.uk

Thanks to www.mototribu.com

PHOTO CREDITS

Ray Archer, Monster Energy, Milagro, Martin Heath,

Cover shot: Shaun Simpson winning the Belgian MXGP by Ray Archer

This publication took a lot of time and effort to put together so please respect it! Nothing in this publication can be reproduced in whole or part without the written permission of the editorial team. For more information please visit www.ontrackoffroad.com and click 'Contact us'.